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SATURDAY, JANUARY 12, 1918.

NINEPENCE.

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AFTER CHURCH: CANADIANS LEAVING A WRECKED BUILDING USED AS A PLACE OF WORSHIP.

In many of the destroyed, or practically destroyed, villages in the battle-area on the Western Front past which the tide of victory has surged, buildings are used by chaplains as churches and chapels. Some, indeed, are on the verge of ground where

fighting is still going on, within a walk of the trenches, as in the case of that which the soldiers seen in the illustration are just leaving to take their place on the fire-step, confronting the enemy. The stern-set, serious faces of the men are a study.

DRAWN BY FRÉDÉRIC DE HARNON, AFTER A CANADIAN WAR RECORDS PHOTOGRAPH.

THE BRITISH WINTER CAMPAIGN ON THE WESTERN FRONT:

PHOTOGRAPHS NOS. 1, 4, AND 6, BRITISH OFFICIAL;

ON RECENTLY-WON BATTLEFIELDS AND BEHIND THE LINES.

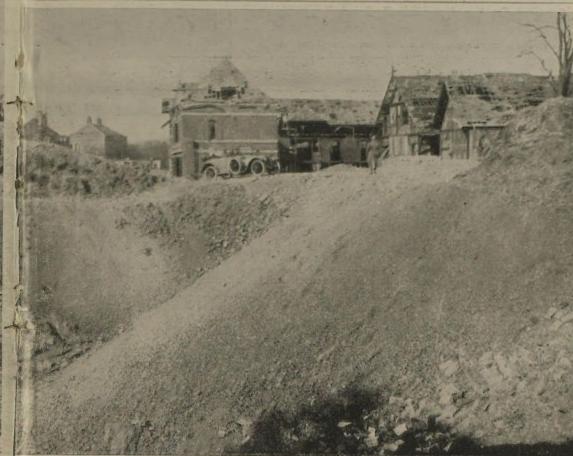
NOS. 2, 3, AND 5, CANADIAN WAR RECORDS.



AN ENEMY PLANE SIGHTED: TRAINING A MOBILE ANTI-AIRCRAFT GUN ON IT WITH NEARLY VERTICAL ELEVATION.



AS IT HAS REMAINED SINCE THE MINE-EXPLOSION ON THE CAPTURE OF HAM DURING



THE BATTLE OF THE SOMME: THE ENORMOUS CRATER IN THE CENTRE OF THE VILLAGE.



INSPECTING ANCIENT YPRES CATHEDRAL RUINS FROM THE CLOTH HALL RUINS: A CANADIAN SOLDIER.



A MODERNISED VERSION OF ONE OF HORACE VERNET'S PICTURES AT VERSAILLES OF A SCENE IN NAPOLEON'S MOSCOW CAMPAIGN: TROOPS WARMING THEMSELVES BESIDE A FIRE IN THE SNOW.



A UNIQUE CANADIAN ELECTION-DAY INCIDENT: VOTERS FROM THE TRENCHES.



A CANADIAN POLLING OFFICER, WHILE AWAITING EXAMINING GERMAN GAS-CYLINDERS.



ONE OF OUR AUXILIARY DESPATCH-CARRYING SERVICES IN CONSTANT EMPLOYMENT AT THE FRONT: ARMY MESSENGER-PIGEONS IN THE TRENCHES AT RATION-ISSUE TIME.

The mobile anti-aircraft guns of the Western Front Allies have many German aeroplanes, and at least two Zeppelins, to their credit as having been brought down in France and Flanders. As seen in the first illustration, each gun carries on the lorry on which it is mounted its motive power and ammunition, working and repair gear, and the men of the gun-team as well—making it a completely self-sufficient unit. In the second illustration is seen the present condition of the enormous mine-crater at Ham, exploded during the battle of the Somme and right in the middle of the village. A roadway for military traffic now skirts it, as shown. The mediæval Castle of Ham, where Napoleon III., before his *Coup d'Etat*, was for six

years a prisoner, one of the historic monuments of France, was blown up by the Germans, when driven out of Ham, with the same malicious vandalism which incited them to blow up the far-famed Château de Coucy. In regard to the sixth illustration, just as the French do, and have done all through the war, we are employing messenger-pigeons between the trenches and the base-camps, as auxiliaries to telephones and telegraphs, despatch-riders, and visual signalling. Pigeons proved their great utility during the Franco-German War of 1870-71. We had a pigeon-service in the 'eighties of last century, but gave it up after a few years—to take messenger-pigeons again into employment during the present war.



By G. K. CHESTERTON.

WE are still confronted with the crucial question, which can be stated simply enough. It is whether Prussia, if she fails to conquer by a service of brave men, will be able to conquer by a service of cowards? Having always preached terrorism, she is now simply preaching terror; and the title given to it is that of an early peace. Some are so waggish as to add the description of a just and lasting peace.

end in the right way. Only the true Never-Endian theory, the theory of the *Nation*, happens to be nonsense. It is not true that any war tends of its nature to go on for ever; if it were, all the wars of history would be going on still. The French in Flanders would find the Nervii still in arms against Julius Caesar; our naval manoeuvres in the Mediterranean would be embarrassed by the ships of Carthage operating in the first Punic War; and our advance on Jerusalem would be through a country torn by the struggles between the Amalekites and the Children of Israel. This, however, is not the fact. What is the fact is that all these wars, and all other wars, came to an end, and came to a decision by defeat and victory; though it is also a fact (and not an unimportant one) that most of these wars went on very much longer than the length of the war of which we complain. But the most important fact of all—the fact by which everything stands or falls—emerges yet more plainly. It is the simple and terrible fact that this war will certainly end in victory, if it is only a Prussian victory.

The writer in the *Nation* suggests that Germany has now something resembling a general offer of peace from the Allies. He appeals solemnly to those softer feelings for which the Prussians are famous in history, seeking to impress them with the opportunity for realising their historic dream of universal love and tenderness. And then he says that if Germany does not respond to it "her guilt will be immeasurable and her punishment sure." If, on the other hand, she accepts it (whatever "it" may be), then "the war is at an end," and that is all that matters. I, for one, had ventured to fancy that the war would never have had a beginning, let alone an end, if Germany's guilt had not already been immeasurable and worthy of some sure punishment. But that is not the point to which I desire to draw attention here. It is to the curious incidental admission, almost to be described as a slip, by which the *Nation* here destroys the whole of its present case.

I should very much like to ask the editor of the *Nation*, who is still at least a man of the most striking intelligence, what on earth he means by saying that Germany's punishment will be sure. Why does he say this, having just that moment exhausted himself with proving that no such punishment can possibly be sure? I suppose we may dismiss the idea that he has had a supernatural vision, and seen the souls of Hindenburg and Harden already in the flames of an Inferno. I think it scarcely more likely (supposing him to be still in a medical sense sane) that he thinks such German gentlemen will torment themselves, whipping themselves with briers or clothing themselves in hair-shirts, to expiate the sin of victory. And, if punishment does not come from above or from within, it must obviously come from outside—from other people. But it is the whole point of the *Nation's* previous argument that such a punishment cannot come from outside or from other people—or, at the very least, that it cannot be "sure" to come. It is its whole point that perhaps, after all, we cannot punish the Germans, or even fully conquer the Germans—that nearly all the other civilised nations, including the millions of the American democracy, cannot really conquer the Germans. He must mean something by his dark and mysterious menace. What is it exactly that somebody will do to a recalcitrant Germany—something which France, Italy, the Slavs, the British Empire, and the American continent cannot do to her? How could there be a larger League of Nations to punish any "guilt" that was "immeasurable" enough to be worth punishing? What other forces are needed to prove to the *Nation* the presence of the moral unity of civilised mankind? Is Iceland to turn the

scale? Is Spitzbergen to dictate peace to the world? Is the Island of Rumti Foo roused at last?

No; what the *Nation's* whole argument does is simply to proclaim moral anarchy for the whole world, and a licence to tyrants for all time. What it really means, if it means anything, is that collective humanity cannot grapple with any aggression organised on a moderately large scale. Let anyone attempt such an aggression, and the worst that can conceivably befall him will be a lingering war. This is the most pulverising pessimism; but at least it has a meaning. Coming on top of it, the remark about Germany's sure punishment is absolutely meaningless. If we cannot punish Germany for beginning the war, we cannot punish her for refusing to end it. If we cannot make the Prussian repent of attacking, we most certainly cannot make him repent of conquering; nor can we put any limit to any abuse he may make of such a conquest. If he cannot be brought to book for having enslaved Belgians, then he could not be brought to book if he skinned Belgians or boiled Belgians. He may do so before we have done with him; he may possibly be doing so even as I write. But my point is not even that he does such things; but that, on the *Nation's* argument, there would be nothing to be done even if he did. The *Nation* is deserting—or rather, destroying—its own argument when it suggests that a certain degree of final insolence and impudence in the Prussian would really call down punishment upon him. This is, of course, simply because the writer is better than his creed, as the Early Victorian Agnostics used to say about the vicar. He cannot help having been a Christian in his childhood and a Liberal in his youth;



A BRITISH SUPER-AIRMAN: CAPTAIN PHILIP FLETCHER FULLARD, M.C., D.S.O.

Captain Fullard has brought down 42 enemy machines and 3 balloons. He was educated at Norwich Grammar School, and in 1915 joined the Inns of Court O.T.C. Later he entered the R.F.C., and went to the Front last April. After escaping many perils of the air, he broke his leg at football six weeks ago.

Photograph by Central Press.

But they appear to be perfectly indifferent, when their views are analysed, to the equity of the peace; and not particularly concerned even about its permanence. Their feeling, being a mere effect of fatigue, is necessarily irrational. They do not really care who imposes the peace, so long as they can accept it; nor even how long it lasts, so long as it lasts their time. To provide this brute reaction with exquisitely pricked phrases and verbal adumbrations is now the special function of the *Nation*, once famous as a fine organ of Liberal ideals, but now made the instrument of a mere craving and crying for truce. Yet even in this melancholy deliquescence of certain Liberal groups, it is interesting to note the fragments that float here and there, as a witness to what was once a solid concern for international justice and liberty. There is a singular instance in a very recent issue of the paper, which is worthy of some study by those who would understand the chief fallacy and peril of these days. The first part of the passage concerns itself with the incompetent concept of a war of stalemate—one that will be prolonged indefinitely and indecisively. "We can go on bloodily assaulting and weakening the foe, and he us"; but there is "no special likelihood" that a victory like Waterloo or Jena will ever be attained. The *Nation* proounds this curious idea of the inconclusiveness of war; and then takes a mysterious pleasure in calling people "Never-Endians" because they wish to win the war and not lose it. The epithet is to me a complete enigma. I should have thought that if anybody deserves to be called a Never-Endian, it is the man who holds this singular doctrine that wars never end. I cannot see how it can be Never-Endian to say, as we say, that the war can end, and shall end, and shall



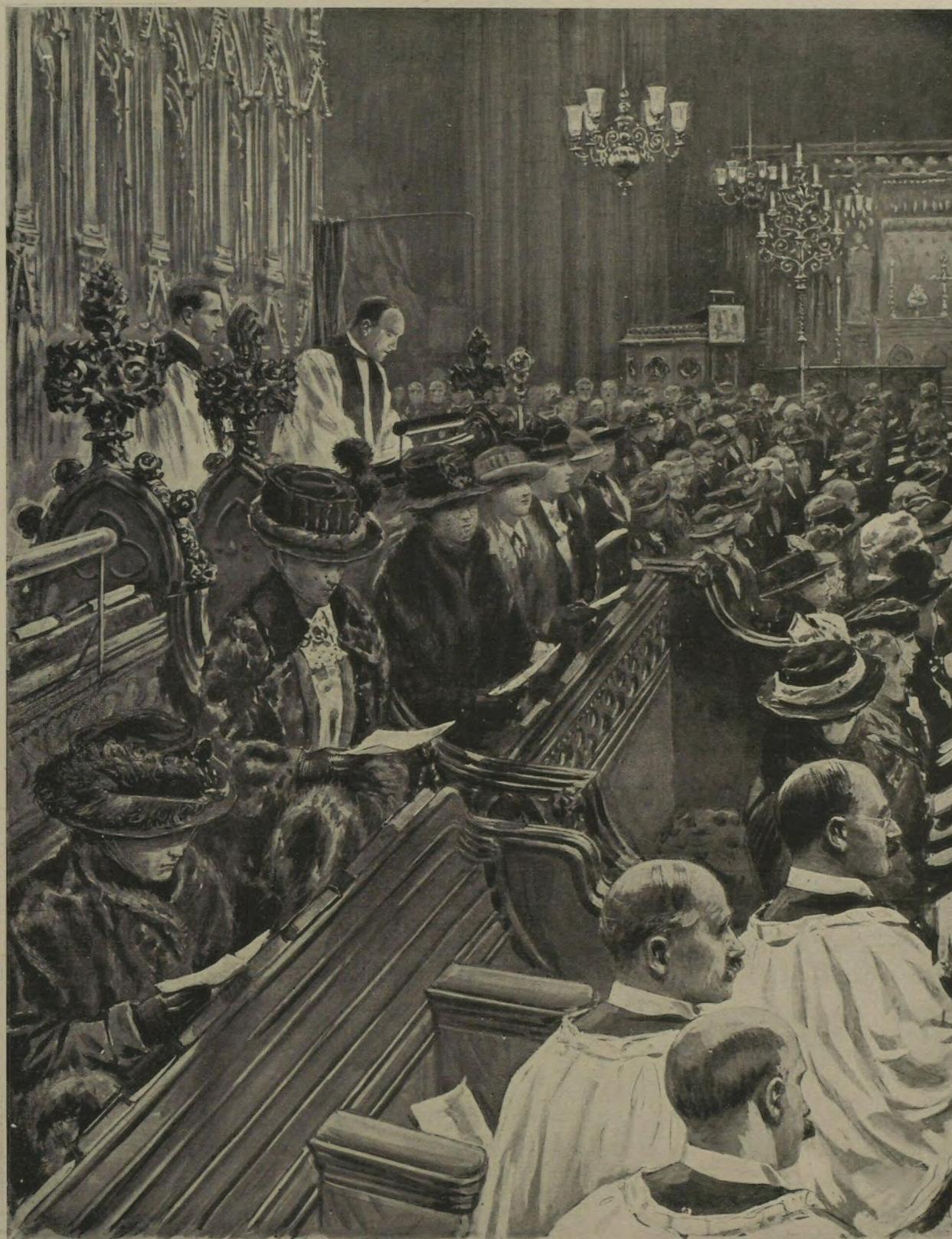
A BRITISH SUPER-AIRMAN: CAPTAIN JAMES T. B. MCCUDDEN, M.C.

Captain McCudden has brought down 37 enemy machines. He went out with the original B.E.F. as an air-mechanic, and at Mons became an observer. Later he qualified as pilot, and has had over a hundred fights, including three indecisive duels with Immelmann. He is just under 23.—[Photograph by Central News.]

and, as a Christian, he still dimly believes in the Crusade; as a Liberal, he still dimly believes in the revolutionary wars. In other words, he cannot but believe, however hazily, that mankind has somewhere the moral resources for resisting and reversing a toppling triumph of iniquity. He may be reassured. His instinct is right—much more right than his reason seems to teach him; and, if the last expenditure of endurance and violence avail anything, he shall see his dream realised and his argument ruined.

"A DAY OF PRAYER": THE KING'S PROCLAMATION AT THE ABBEY.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



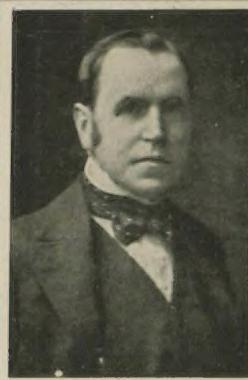
"THE VICTORY WILL BE GAINED ONLY IF WE . . . ASK THE BLESSING OF ALMIGHTY GOD": THE PRECENTOR READING THE KING'S PROCLAMATION AT WESTMINSTER ABBEY ON SUNDAY, JANUARY 6.

Sunday, January 6, was appointed as a day of "Intercession on behalf of the Nation and Empire, in this Time of War," throughout the King's dominions. All places of worship, of every denomination, alike observed the occasion. At Westminster Abbey there was a great congregation, and the Archbishop of Canterbury preached in the afternoon. The offertories generally were devoted to the Red Cross and the Order of St. John. In his Proclamation "To My People," appointing this the first Sunday of the year, the Feast of the Epiphany, as for

such a national "Day of Prayer and Thanksgiving," his Majesty said: "This victory will only be gained if we steadfastly remember the responsibility which rests upon us, and in a spirit of reverent obedience ask the blessing of Almighty God upon our endeavours. With hearts grateful for the Divine guidance which has led us so far towards our goal, let us seek to be enlightened in our understanding and fortified in our courage in facing the sacrifices we may yet have to make before our work is done."—[Drawing Copyrighted in the United States and Canada.]

NEW YEAR HONOURS: SOME NEW PEERS, BARONETS, AND KNIGHTS.

PHOTOGRAPHS BY E. O. HOPPE, ELLIOTT AND FRY, RUSSELL AND SONS, C.N., LAFAYETTE, SWAINE, AND C. VANDYK.



SIR JOHN LAVERY, A.R.A.
(Knight). The well-known artist, whose works appear in the National Galleries of Dublin, Rome, Berlin, and Brussels and various Corporation Galleries.



SIR ARTHUR SPURGEON, J.P.
(Knight). Managing-Director of Messrs. Cassell and Co., and Chairman of the Croydon Magistrates.



THE RIGHT HON.
SIR FREDERICK
CAWLEY, Bt., M.P.
(Baron). Chancellor of the Duchy of Lancaster. M.P. for Prestwich Division of Lancaster. Was Chairman of the Liberal War Committee.



SIR JAMES WOODHOUSE.
(Baron). Has been one of H.M. Railway Commissioners since 1906, and was previously Liberal Member for Huddersfield for 11 years. Was Mayor of Hull in 1891.



SIR LESLIE WARD
(Knight). Was world-famous as "Spy," the cartoonist of "Vanity Fair," 1873-1909, and is a member of the Royal Society of Portrait Painters. Is the eldest son of the late E. M. Ward, R.A.



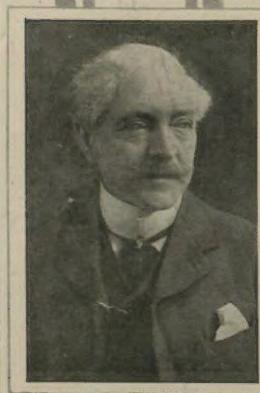
SIR ARTHUR FELL, M.P.
(Knight). Unionist Member for Great Yarmouth. Chairman of House of Commons Channel Tunnel Committee. Author of Fiscal Question Pamphlets.



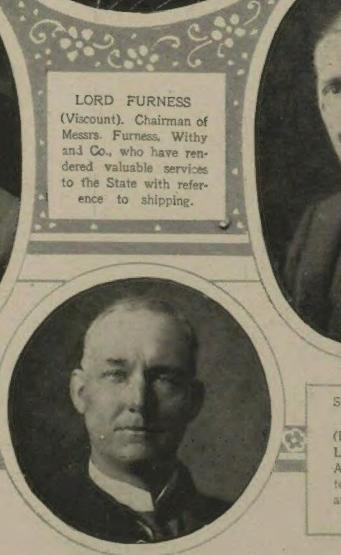
LORD FURNESS
(Viscount). Chairman of Messrs. Furness, Withy and Co., who have rendered valuable services to the State with reference to shipping.



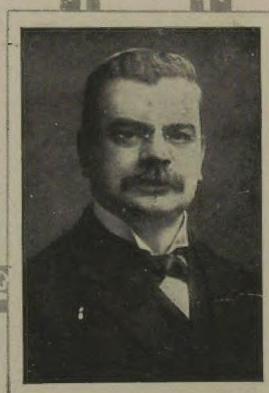
SIR ANTHONY HOPE HAWKINS
(Knight). The novelist, well known as "Anthony Hope," author of the "Dolly Dialogues," "The Prisoner of Zenda," "Quisanté," "Phrosos," and other popular works.



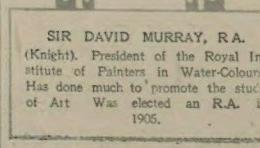
MR. ALMERIC H.
PAGET,
(Baron). Founded with the aid of the late Mrs. Paget, who died in 1916, the Almeric Paget Military Hospital Missionary Corps.



SIR JOHN B. LONSDALE, Bt., M.P.
(Baron). Sir John B. Lonsdale is M.P. for Mid-Armagh and Hon. Secy. to Irish Unionist Party, and was High Sheriff of Co. Armagh in 1895.



SIR ROBERT BRUCE
(Knight). Editor of the "Glasgow Herald." Became London and Parliamentary Correspondent. Was appointed London Editor in 1911, and Assistant Editor in 1914.



SIR DAVID MURRAY, R.A.
(Knight). President of the Royal Institute of Painters in Water-Colours. Has done much to promote the study of Art. Was elected an R.A. in 1905.

SIR GEORGE RIDDELL
(Bart.). Director of the "News of the World," George Newnes, Ltd., and other publishing firms, and Vice-Chairman of the Newspaper Association and Newspaper Society.

NOW AT ROME AGAIN, AS IN NERO'S DAY: MUCH-TRAVELED STEEDS.

PHOTOGRAPH BY TOPICAL.



REMOVED FROM VENICE TO ROME TO BE SAFE FROM AUSTRIAN VANDALISM: THE FAMOUS BRONZE HORSES OF SAN MARCO, WHICH HAVE HAD AN ADVENTUROUS HISTORY.

Italy has made every effort to protect her priceless art treasures from the vandalism of Austria, which Lord Bryce has called every whit as bad as that of Germany. Portable objects—pictures, sculptures, and so on—have been removed from the cities menaced by enemy aircraft, and historic buildings have been sandbagged. At Venice bags of seaweed have been used to protect St. Mark's, and the four gilded bronze horses that stood over the principal portal, as shown in our photograph, have been conveyed to Rome. They have had

a most adventurous career. Nero received them as a gift from Corinth and placed them on his triumphal arch in Rome. Then they made a perilous journey to Constantinople when Constantine made that city his capital. In 1204, when Constantinople fell to the Venetians, the horses were first taken to Venice, but later Napoleon transferred them to Paris for his own triumphal arch. Next the Emperor Francis claimed them for Austria when peace was made with France, so once more they travelled to Venice, then in Austrian possession.

ADVENTUROUS AS A CUTTING-OUT EXPEDITION OF NELSON'S DAY: AN EXPLOIT BY THE ITALIAN NAVY.

DRAWN BY H. W. KOEKOEK FROM A SKETCH BY

JULIUS M. PRICE, OUR SPECIAL ARTIST IN ITALY.



SEARCHLIGHTS POINTING SKYWARD, EXPECTING AIRCRAFT: SAILORS CUTTING

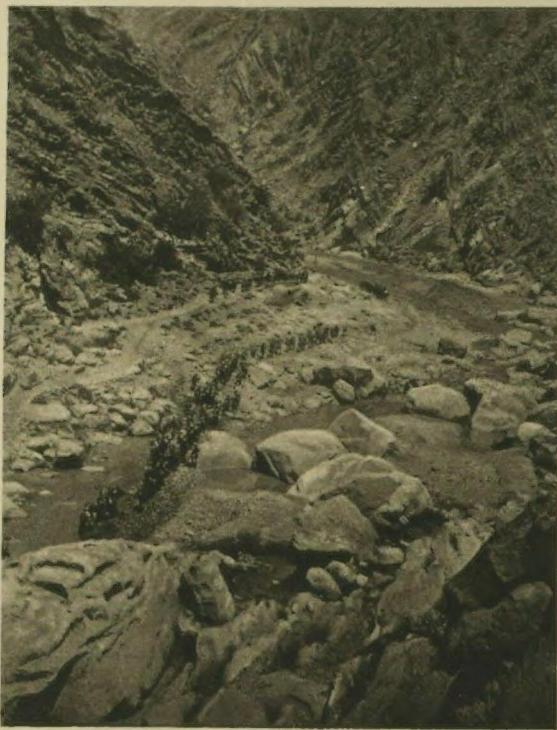
The Italian Navy recently carried out in Trieste Harbour one of the most daring exploits of the war. It recalls the old cutting-out expeditions of Nelson's day, and resulted in the torpedoing of the Austrian battle-ship "Wien." The "Wien" was lying close to the quay under the protection of innumerable shore batteries, and behind the additional defence of a steel net stretched across the entrance to the harbour, and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling the boats to get through and torpedo their prey. It is said that Trieste has not less than 300 searchlights working at night, and it was a curious fact that all these were pointing towards the sky, in consequence doubtless of the raid over the city by Italian aeroplanes. The seamen, therefore, accomplished their purpose without any molestation. Each steel hawser was cut with special pliers,

HAWRSERS OF THE HARBOUR-NET AT TRIESTE, BEFORE TORPEDOING THE "WIEN."

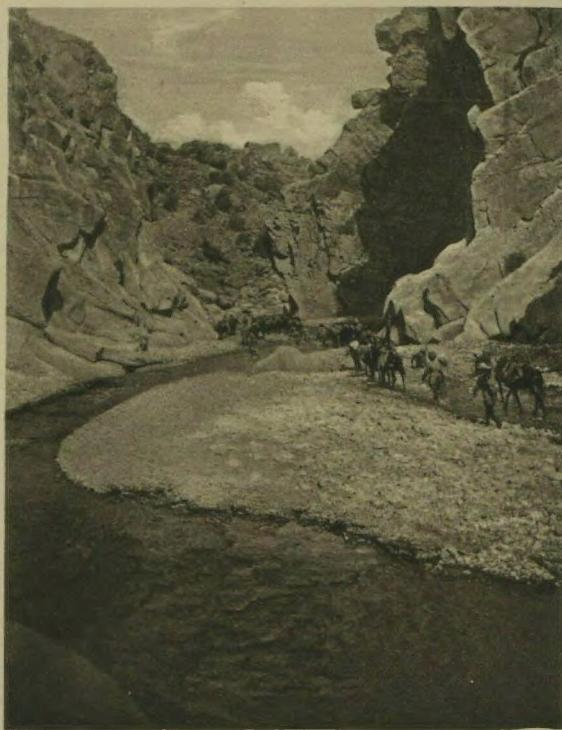
and the arduous task took two and a-half hours. Describing this part of the operation, Mr. Percival Gibbon writes: "The cutting instruments worked well. It only needed a strong jar to set the mines exploding, but the cutters bit their way through strand after strand of the twisted steel wire. Three cables above water were severed without trouble, then five more below water were grappled and hauled to the surface and cut in their turn. At last came the moment when the weight of the net and its attachments tore the last remaining steel strands asunder. The whole great cobweb of metal and explosives sank. The harbour lay open!" Two Italian boats moved noiselessly forward, and presently discharged their torpedoes, one at the "Wien," and the other at the "Monarch." A roar of explosions followed, and as they slipped out of the harbour, the Italians watched the "Wien" go down. The "Monarch," though hit, remained afloat.—[Drawing Copyrighted in the United States and Canada.]

OUR "FAR-FLUNG BATTLE LINE": BREAKING UP INDIAN FRONTIER RAIDS.

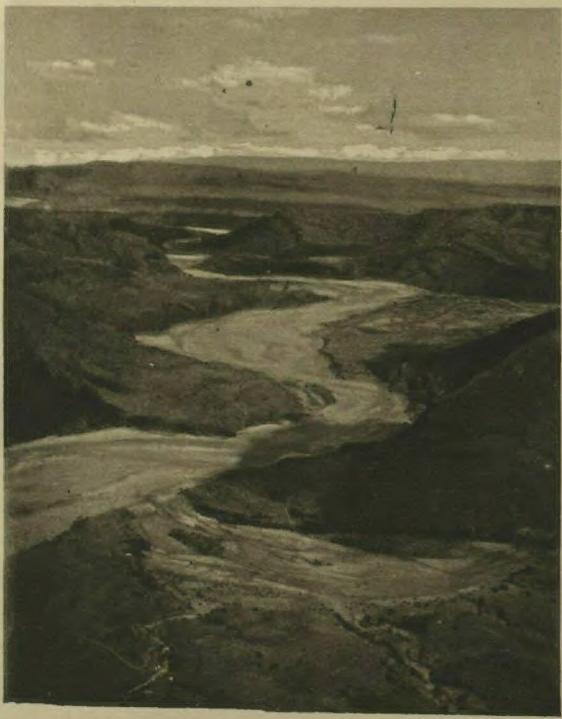
PHOTOGRAPHS BY SPOTT AND GENERAL.



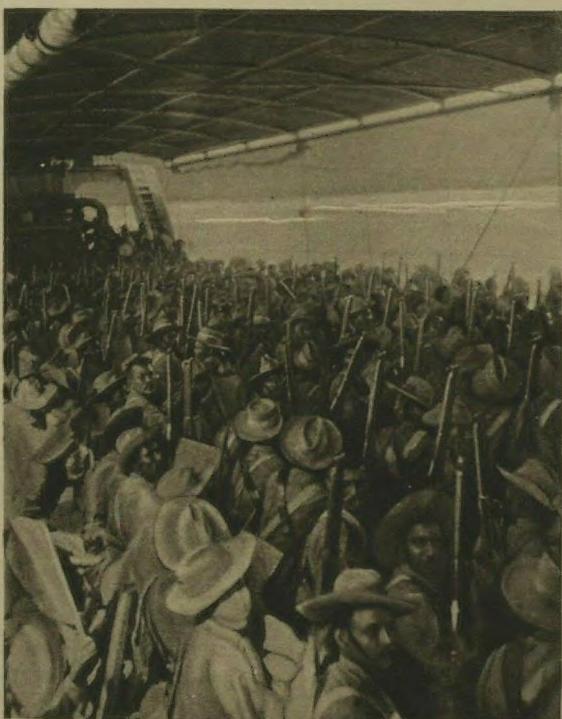
THE LAST MAHSUD CAMPAIGN: A CONVOY AND TROOPS MOVING UP THROUGH THE SHAHUR TANGI.



WITH A SMALL MAHSUD STONE FORT SEEN ON THE SKY-LINE: A TYPICAL TANGI, AND A BRITISH CONVOY MOVING UP.



A SPACIOUS "THEATRE OF WAR" ON THE INDIAN FRONTIER: A PANORAMIC VIEW OF THE HINNIS TANGI.



CROSSING THE INDUS AT KHALA BHAG GHAT ON THE WAY TO TANK: NEPALESE TROOPS ON BOARD A RIVER-BOAT.

Last year's operations against hostile tribes on the North-West Frontier of India were recently brought to a successful conclusion, as described in Sir Charles Monro's despatch quoted on a later page. Ever since the Turks entered the war there has been some "unrest" on the Indian frontier, and but for the loyalty of the Amir of Afghanistan the trouble might have been more. German agents stirred up the smaller tribes, and our troops were kept busy for two years repelling raids. Many heroic deeds were done

in these fierce little expeditions of which too little has been heard. The panoramic view of the Hinnis Tangi was taken from a cliff some 2000 ft. high. These tangis (dry river-beds), which form the only roads, are liable to sudden and violent floods, dangerous to convoys. In the left foreground may be seen (very small) a string of camels. In the centre is Kuriwan Camp, six miles away; and in the left distance is Kirgi. The photograph gives an excellent idea of the general aspect of the country.

HILL-FIGHTING ON THE INDIAN FRONTIER: A PRECIPITOUS DESCENT.

PHOTOGRAPH BY SPORT AND GENERAL.



DESCENDING A NARROW TRACK BETWEEN TWO PRECIPICES: NEPALESE TROOPS TRAVERSING DIFFICULT COUNTRY
IN THE LAST MAHSUD CAMPAIGN.

The vast and difficult nature of the country in which the Anglo-Indian forces have had to operate on the North-West Frontier against raiding forays by some of the smaller tribes, is well seen in the photographs we are enabled to give above and on two other pages in this number, illustrating the campaign against the Mahsuds. On both sides of the narrow track down which Nepalese troops are seen moving in the above photograph, the hill was precipitous for hundreds of feet, only this path affording passage. There

has also been some trouble in the Mohmand district. Among the devices adopted for checking raiders, a chain of forts and blockhouses was linked up with "live" wire as well as barbed-wire entanglements. Also a fleet of armoured cars was organised, which proved very useful in scouting, protecting flanks, and attacking raiders with machine-gun fire. They had to achieve the seemingly impossible, crawling up ridges and dashing down gullies over terribly stony country.

A "LITTLE WAR" WITHIN A BIG WAR: THE MAHSUD FRONTIER CAMPAIGN.

PHOTOGRAPHS BY SPOTT AND GENERAL.



STRETCHER-BEARING ON THE INDIAN FRONTIER: THE NET-STRETCHER (IN CENTRE), LIGHT, HANDY, AND COMFORTABLE.



CAMELS AS "AMBULANCES": VARIOUS METHODS OF CARRYING WOUNDED WHERE THERE ARE NO ROADS.



ARTILLERY SUPPORTING THE BRITISH ADVANCE ON BARWAND: A MOUNTAIN BATTERY IN POSITION.



PHOTOGRAPHED DURING AN ARMISTICE BEFORE PEACE WAS CONCLUDED: THREE MAHSUD ENVOYS.



SHOWING A CAPTURED MAHSUD WATCH-TOWER: A SCENE INSIDE ISPANA RAGHZA CAMP.

The Indian North-West Frontier has seen many so-called "little wars," which are quite big enough to the men serving in them. One such has been successfully fought by our gallant Anglo-Indian troops during the larger world-conflict that has overshadowed it. In a recently published despatch, General Sir Charles Monro, Commander-in-Chief in India, said: "On March 2, 1917, a Mahsud gathering of some 2000 men advanced on the post of Sarwekai, in South Waziristan. A part of the garrison of the post, composed

of Militia, under Major F. L. Hughes, moved out and engaged the enemy. A skirmish ensued, in which . . . Major Hughes was killed while gallantly leading his men, and the Militia withdrew to the post, which the enemy surrounded. The Derajat Movable Column, under Brig.-Gen. G. M. Baldwin . . . relieved Sarwekai on March 9, the enemy withdrawing to the vicinity of Barwana. The enemy encampments at Barwana were burnt and the tribesmen dispersed."

THE DAY STAR OF THE WEST: AMERICA'S AIR BADGE ON A SEAPLANE.

DRAWN BY CHARLES PEARS, R.O.I.



AN AMERICAN NAVAL AEROPLANE WITH THE U.S. IDENTITY-STAR BADGE, SPOTTING FOR A U.S. DESTROYER: SCOUTING AHEAD.

Watching the sea from the air by anti-U-boat patrolling and convoy and ship escorting seaplanes is part of the daily work of the naval air services of the Allies wherever ships pass by. In the illustration, an American twin-motored "Curtiss" biplane is seen "spotting" against U-boats for a U.S. destroyer on anti-submarine patrol duty. The American star-emblem

marking the under surfaces of the biplane shows the special design, in red, white, and blue, adopted by the air service of our Transatlantic allies. In the distance is seen a wooden, five-masted American schooner, the building of which vessels has taken a new lease of life since America joined in against Germany.—*Drawing Copyrighted in the United States and Canada.*

THE SEA-PATROL SERVICE TO THE AID OF THE NAVAL AIR SERVICE: EMERGENCY FUEL-SUPPLY.

DRAWN BY CHARLES PEARS, R.O.L.



AN M.L. OF THE R.N.V.R. AUXILIARY PATROL TO THE RESCUE: TAKING PETROL TO A SEAPLANE COMPELLED TO DESCEND FOR WANT OF FUEL.

But for the introduction in the Navy of oil fuel, instead of, or as supplementary to, coal fuel, such a scene as that depicted would be impossible. Nine out of ten of our destroyers and patrol-ships now carry oil in their tanks, where all vessels formerly had coal-bunkers. A number of those who man the seaplanes of the Royal

Naval Air Service, when, on occasion, they have been forced to descend to the sea surface through their planes' petrol supplies becoming used up, probably owe their lives to the fact that the majority of the vessels of the light-craft patrol squadrons of the Grand Fleet are "run on oil."—[Drawing Copyrighted in the United States and Canada.]

SCIENCE AND NATURAL HISTORY.

IN QUEST OF THE BOOK

OF SACRED SCIENCE.



SCIENCE JOTTINGS.

GAMEKEEPERS—BEFORE THE WAR AND AFTER.

THERE can be no sort of doubt about the gravity of the outlook as to our food-supplies, not only in the immediate future, but for some considerable time after the war, whenever that may be. However much we may produce within our own borders, we must still make large demands on the outside world; and there also will be a shortage. Hence we cannot overhaul our prospective ways and means too often. We have to seek for new sources, and new kinds, of food to meet possible bad harvests, and failures, from one cause or another, of crops on which dependence had been placed when the last survey was made.

Our thought and energies, however, are not alone to be confined to these issues. There are other, ancillary, factors which are of supreme importance. Among these are such as enable us to assist in promoting the desired fertility of the land by more intelligent and scientific culture, and by endeavouring to control the various sources of waste and damage to the crops under cultivation, in so far as these are due to ravages of "pests" in the shape of fur and feathered animals, weeds, and fungi of various sorts.

These are aspects of the problem of food-production which are far from being thoroughly realised in this country. We are so fond of proclaiming to the world that we are a "practical people" that the reiteration of this shibboleth has begotten an arrogance of spirit which has blinded our judgment. We are wedded to the belief that "our way" is the best of all possible ways. Is it not the fruit of "practical experience"? All too commonly this alluring belief is but a fond delusion. We are living in a "fools' paradise." But we are progressing. This war has taught us the value of experiment, and we are beginning to believe that there may, after all, be something in science. Our attitude towards economic zoology is at about this stage: our Board of Agriculture is beginning to show signs of life. It has done, and is doing, valuable work in the matter of the investigation of insect and

fungoid pests; but it has done nothing at all towards furthering our knowledge of the birds and beasts of the field in relation to agriculture. Hence the incredible conflict of opinion expressed on this theme by "practical men"—a conflict which is at the present moment fraught with grave danger, for it has a paralysing effect on any attempt at effecting remedies. Farmers, gardeners, and gamekeepers alike, in a very Babel of voices, clamour for opposite means to effect the same end. All claim to speak as "practical men," and all alike express but "opinions" where they fondly believe they are proclaiming "hard facts."

The very Board of Agriculture itself is without certain knowledge, and, as a consequence, has to give

show that the fur and feathered pests which beset the farmer and gardener today, in his hour of greatest need, are the legacy of our stupidity in not entrusting the control of these in the past to the gamekeeper. And he expresses a pious hope that after the war we shall amend our ways and appoint him our warden. Heaven forfend! Even while he wrote, the writer must have wondered if he had a case. Not once in the whole course of that article did he mention by name a single bird or beast, but compounded for his absence of facts by jibes at those who "earned a guinea" by advocating views of which he did not approve. At a time like this we want to start serious work, not mere trifling with subjects.

There would be no difficulty in producing a quite considerable number of gamekeepers who, by natural aptitude, use their eyes to feed their brains, and alternately use their brains to instruct their eyes; but, taking them as a class, their motto is "Kill, kill, and let the Lord find out his own." To them we owe the senseless slaughter of owls and kestrels, stoats and weasels; and to them, in consequence, we owe the hordes of rats and mice that in the course of a year destroy food to the value of millions. Since the war, when so many keepers have been removed from their beats, these useful police of Nature have increased; and to this extent we benefit. I read a letter quite recently, written from the trenches in France by a gamekeeper, which showed a man of rare insight in these matters. He should be made the Master of a Guild of Gamekeepers, for he showed a fine appreciation of human nature as well as of the "lower orders" of creation. It is fervently to be hoped that no ill will befall him, for such men we cannot afford to lose. If he be the type of the gamekeeper of to-morrow, then it is devoutly to be desired that game-preservation will increase among us. As matters now stand, some of us are inclined to desire the opposite, since the value of the food produced by his agency is occasionally destroyed many times over by his methods of producing it.

W. P. PYCRAFT.



"AN AERODROME"—BY SIR JOHN LAVERY, A.R.A.

Sir John Lavery received his honour in the New Year List. He was born in Belfast in 1856, and studied in Glasgow, London, and Paris. His reputation is international, and he is represented, for example, in the National Galleries of Rome, Dublin, Brussels, and Berlin, at Philadelphia, in the Luxembourg, Venice, New South Wales, Toronto, and Buenos Ayres.—[From the Painting by Sir John Lavery, A.R.A., One of the British Official Artists.]

advice rather in the form of a "casting vote" than as the fruit of investigations scientifically conducted by experts. They do things better in Canada and the United States—and in Germany.

This state of affairs is lamentable. For now any man who chooses to proclaim himself a "practical man" is sure of a hearing and sure of a following. Sometimes, as must happen, he is right; more often his assumption of authority leads to deplorable results. I read with amazement the other day, in one of our leading journals devoted to the interests of residents in the country, an article by one of these doubtless well-meaning advisers. He strove to

France by a gamekeeper, which showed a man of rare insight in these matters. He should be made the Master of a Guild of Gamekeepers, for he showed a fine appreciation of human nature as well as of the "lower orders" of creation. It is fervently to be hoped that no ill will befall him, for such men we cannot afford to lose. If he be the type of the gamekeeper of to-morrow, then it is devoutly to be desired that game-preservation will increase among us. As matters now stand, some of us are inclined to desire the opposite, since the value of the food produced by his agency is occasionally destroyed many times over by his methods of producing it.

INVENTORS' ACTIVITY IN AEROPLANE CONSTRUCTION: A NEW DEVICE.

DRAWN BY CHARLES PEARS, R.O.I.



A TYPE IN WHICH NO FRAME-WIRES ARE REQUIRED: AN AEROPLANE WITH THE "WARREN TRUSS WING BRACING."

One of the multifarious aeroplane-constructional devices which are continually being offered to the authorities in all nations, and brought out and experimented with—some also often being adopted—is seen set up on board the aeroplane shown in the illustration. The device in question is known as the "Warren Truss Wing Bracing," and its charac-

teristic features are apparent at a glance. It requires, it is stated, no wires, with a consequent considerable reduction of windage. The fore-and-aft setting of the trusses and their flat surfaces will be observed in the large biplane represented while making one of its flights.—[Drawing Copyrighted in the United States and Canada.]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY VANDYK, AUBREY, INTRUST STUDIO, BACON AND SONS, WREBBHAM ST. LANGEFELD, RABENSTEIN STUDIO, HIGH CECIL, AND ELLIOTT AND FRASER.



BOLSHEVIST AND ENEMY LEADERS AND DELEGATES.

BY TOPICAL.



THE HEAD OF THE BOLSHEVIST GOVERNMENT IN RUSSIA : M. LENIN.

TOOK PLACE : THE SESSION
BREST-LITOVSK.RUSSIAN DELEGATES RECEIVED BY DELEGATES OF THE CENTRAL POWERS : A SCENE
AT BREST-LITOVSK STATION.

PRINCE LEOPOLD OF BAVARIA SIGNING A DOCUMENT : ONE OF THE EARLIER MEETINGS AT BREST-LITOVSK (NAMES GIVEN BELOW).

names of the figures, as numbered, are as follows: (1) M. Kameneff (Russian delegate); (2) M. Joffe, President of the Russian delegation; (3) Mme. A. A. Biezenko (delegate); Kontr.-Admiral Altvater; (5) Capt. Lipsky, staff officer; (6) M. Karachan, secretary of delegation; (7) Lieut.-Col. Fokke, Russian staff officer; (8) His Excellency Zeki Pasha, deputy Turkey; (9) His Excellency Ambassador von Merey; (10) Prince Leopold of Bavaria, German Commander-in-Chief in the East; (11) General Hoffmann, Chief of Staff; (12) Colonel Tschechow, deputy of Bulgaria; (13) Capt. Horn (naval officer); (14) Capt. Roy, General Staff; (15) Major Brinkmann, General Staff; (16) Major von Kameko; (17) Capt. von Rosenberg (air); (18) Major von Mirbach; (19) M. Dolivo-Dobrovolsky. On January 3 it was stated that the Russian Councils of Workmen's Soldiers and Peasants' Deputies had decreed that "Citizen Vinogradov is appointed provisional Plenipotentiary in London of the People's Commissariat for Foreign Affairs."

CLUBS FOR JACK AND TOMMY: THE "BULLDOG" AND ITS ANNEXE.

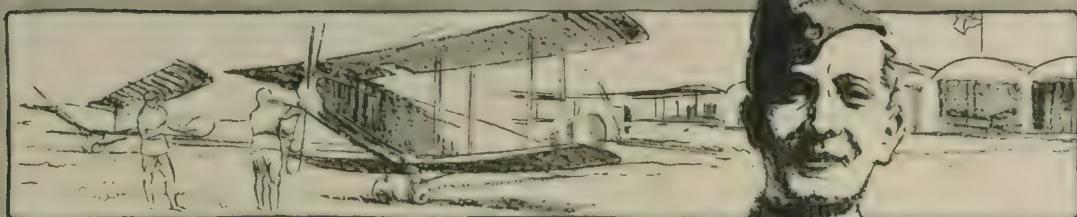
DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



REST AND RECREATION FOR TIRED MEN ON LEAVE, AND FOR MEN DISCHARGED OR DISABLED: THE BULLDOG CLUBS IN EDGWARE ROAD FOR SERVICE MEN AND EX-SERVICE MEN.

The Bulldog Club in Edgware Road is regarded as home by many a weary soldier or sailor on leave, and also by many an ex-Service man discharged or disabled. There are really two clubs, in adjoining buildings, but run separately: one—the Bulldog Club proper—for men on leave who are still serving; and the other its Annexe, established more recently for ex-Service men who, under military rules, could not be admitted to the first. In each case the members pay

their own footing. The "Bulldog" was founded by an American lady and an English country gentleman. The Restaurant is comfortable, and a little stage and a piano are in it. Performers from the neighbouring Metropolitan Music Hall often give a turn. Funds are urgently needed to keep these clubs going and to found others. The address for gifts is Hon. Manager, Bulldog Club, 264, Edgware Road, W.—[Drawing Copyrighted in the United States and Canada.]



CLUB MEMBERS INTERVIEWED.

THE STUNT PILOT (R.F.C.)

"Heigh-ho! it's an up and down life for the sweet little cherub who sits up aloft. A swooping-zooming-dodge 'that Archie get-on-the-Boche's-tail' sort of existence. But it's all in the day's work, and I can always look for a good time when I get the old 'bus back to roost. A yarn and an 'Army Club' to steady my nerves, and I'm all ready for the next stunt. There's something really top-hole about 'Army Clubs.' Wonderful what a lot of people cruise round my supply. I suppose it's a compliment to my taste."

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LADIES' PAGE.

LORD RHONDDA has set down as the maximum allowance of tea per week suggested for each person only one-and-a-half ounces! Of sugar he allows half-a-pound, and of butter or margarine a quarter-of-a-pound! These quantities are exactly half in the case of the fat and the sugar, and less than half in the case of the tea of what our domestic servants used to expect as their weekly allowance, if the domestic system was to ration them in these articles. In many households they were practically allowed to consume what they pleased of such things, and then usually they much exceeded the quarter-of-a-pound of tea. How are they now to be confined to an ounce-and-a-half of it, I wonder? No scheme of rationing can work satisfactorily unless it can be enforced on everybody; and unless we mistresses are absolutely compelled to diminish the servants' food to the ordered amount it will be useless to suppose that we can do it. Voluntary partial efforts will merely result in those who are loyal to the national needs being left without domestic workers: while the numerous selfish, well-to-do women who would, in order to keep servants, give them anything they can get hold of, disregarding patriotism, will surreptitiously supply far more than the rations. Indeed, I cannot see how any mistress, unless backed up by strict State compulsion on one and all of the community, can dare to say to her servants "You are only to have an ounce-and-a-half of tea for a week." Once they realise that they cannot get any more than that allowance by changing places, it will be all right; but this will only be true if all mistresses who supply more (from stores already put by or surreptitious sources) are very severely dealt with by law. Otherwise there simply will be an exodus from the loyal households.

Is tea a necessity? There is almost a mutiny in the Government offices, where thousands of women are employed, at the threat that the tea which has hitherto illuminated the middle of the afternoon's weariness shall be abolished. The excuse of the authorities for this dreadful threat is the time that is wasted by the girls in preparing and consuming the little meal. But, as a practical fact, the brain works so much more freely and rapidly after a cup of tea has cleared it that the time spent upon taking the vitalising beverage in the afternoon is by no means wasted. Every serious brain-worker knows by experience the powerful, invigorating, and awakening influence of the precious herb. One of the Chinese legends as to the origin of tea is that the shrub sprang up for the first time on the spot where a devoted son had thrown down his eyelids, which he cut off to prevent himself from sleeping while watching over his sick mother; which thing is an allegory. A royal poet of the native land of tea, China, the Emperor Kien Lung, wrote an ode in its praise; he counselled, "At your ease drink this precious liquor, which will chase away the five causes of sorrow: One can taste and feel, but not describe, the state of repose produced by a liquor thus prepared."

Whether there is any real value in tea as nutriment of the nervous system or whether it is purely a passing stimulant cannot yet, strange to say, be considered a settled question. Liebig claimed to have demonstrated that "tea and coffee have become necessities of life"—not

mere luxuries, observe—"by the presence of one and the same substance in both vegetables, which has a peculiar effect upon the human system. By contributing to the formation of bile, they have become a substitute for animal food to those eating little meat, and to the large class who are unable to take regular exercise."

Nuts contain a great deal of fat, so that their use (if one can digest them) helps to supply the urgent need of the organism for fat in food, when butter and margarine are unprocured. A favourite vegetarian dish substituted for meat is called "nut roast"; walnuts or Brazilons, grated or ground in a nut-mill, are mixed with bread crumbs—a teacup of nuts to two of crumbs—and a little chopped fried onion, salt and pepper, and enough milk, or if possible an egg, to bind all into a stiff paste, and baked till brown on the surface in a dish greased with butter or dripping. Brown gravy and bread-sauce, the vegetarian fondly fancies, make this dish as good as roast chicken. Brazil nuts are particularly rich in fat. A cupful of grated Brazils to two of bread-crums, bound with an egg or two and a little milk, flavoured with a small quantity of dried thyme, grated lemon-peel, and parsley, and seasoned, is formed into the shape of cutlets, brushed over with milk and coated with flour, and then with crumbs, and fried. Both skinned and chopped almonds or almond meal and desiccated coconut are good additions to milk-puddings, in which a little chopped suet should also be put if eggs are not used. This is really the only answer that I can give to a correspondent who asks me pathetically, "As we have joined the League of National Safety, can you tell us of any food that isn't meat, or flour, or other cereals, or milk, or cheese, and, if possible, that does not come from abroad?" You need not say fish or eggs, as we know these. We could do very well if the "other cereals" allowance were higher, but the breakfast porridge nearly uses it up." Nuts are my only suggestion.

FILOMENA.



AN ELEGANT OPERA-CLOAK.

This graceful and becoming coat is made of black velvet and Chinese brocade and is trimmed with black and white fox and a handsome tasseled ornament.

There is an old saying that the best is the cheapest. And there are times in the world of business when the two conditions are combined, as in the great Winter Sale at Messrs. Robinson and Cleaver's famous Linen Hall in Regent Street, where linens of every kind, of fine quality, are offered at prices which bring them within the category of bargains. The sale includes real bargains in all departments: linens, curtains, dainty lingerie and robes, blouses, gloves, handkerchiefs from prices that are almost nominal, hose, laces, and men's wear, so that all classes of customer can send for and study the Company's illustrated Winter Sale Catalogue with the certainty that they will find something to suit their taste, needs, and purses. Whether it be for the house, for presents, or for personal use, great reductions are the rule, and the variety offered is so great that it would be invidious to mention just a few articles out of so immense a stock. The quality and good taste of Irish linens are proverbial, and, whether it be for children or for grown-ups, for the house or for personal use or wear, this great Sale, which continues until the end of January, will meet all needs.

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It is not from what a man swallows, but from what he digests that the blood is made, and remember that the first act of digestion is chewing the food thoroughly, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

A Judicious Rule.—“1st, Restraine your appetite, and get always up from the table with a desire to eat more. 2nd, Do not touch anything that does not agree with your stomach, be it most agreeable to the palate.” These rules have been adopted in principle by all dieticians of eminence, and we recommend their use.

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ENO'S 'FRUIT SALT' IS SOLD BY CHEMISTS AND STORES THROUGHOUT THE WORLD.

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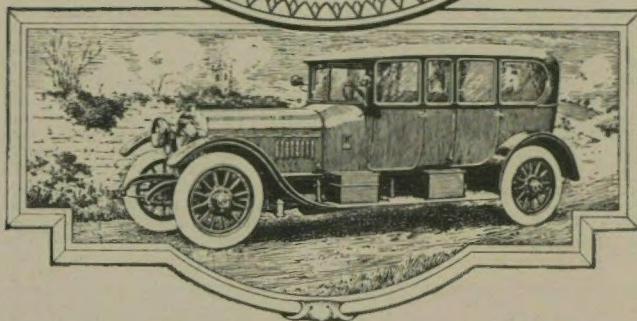
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Glasgow and London.

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THE CHRONICLE OF THE CAR.

A Plea for Lighter Cars. Although practically the whole of the British motor industry is engaged with a few fortunate exceptions, on the production of munitions of war which have no connection with motoring, it is to be assumed that each firm has given some amount of serious attention to its after-the-war programme. Not more than half-a-dozen have taken the public into their confidence as to the shape that programme will take, and even these are not a little bit specific. All the information they vouchsafe is that their cars will be better and more stable vehicles as a result of experience gained on war service. It would be passing strange if they were not, so that the real sum-total of our knowledge of what the manufacturing industry intends to give us later on is absolutely nil. As I have said, there is no doubt we shall get better cars, but the question that is agitating many minds is—Shall we get lighter cars? So far as my knowledge of British cars goes, I do not think there is a single high-class four-cylinder touring vehicle which weighs all on and ready for the road, less than 30 cwt. I agree that you cannot have absolute dependability without a certain measure of weight, else the last word would be the cheapest and lightest American type, and we might as well scrap all the heavier designs. But we go to the other extreme, and pile on weight where it is not a bit necessary. Nor am I able to discern any disposition in the British trade to reduce these unnecessary weights. There is only one way in which we shall really get attention to this important aspect of the question, and that is by a readjustment of the basis of taxation. After all, the fairest way of assessing taxation is on the weight basis, so we have a clear ground for action here. When we regard what the Treasury rating formula did for the small-bore, high-efficiency engine, we can appreciate what taxation on a weight basis would do in the direction I have in mind. We shall have to overhaul all our methods at the end of the war, and I do think the motoring associations would do well to consider a campaign in favour of a change in the method of taxation. There is nothing against it, and the change



UNDER THE HEIGHTS OF SNOWDON: A POPULAR CAR.

Our photograph shows a 30-35-h.p. six-cylinder Alpine-tested noiseless Napier car on the Capel Curig road between Bettws-y-Coed and Llanberis, and gives a fine view of the great mass and peaks of Snowdon. The car is driven by a lady, and is the same model which has the distinction of being the only car that has conquered the European Alps under the official observation of the Royal Automobile Club.

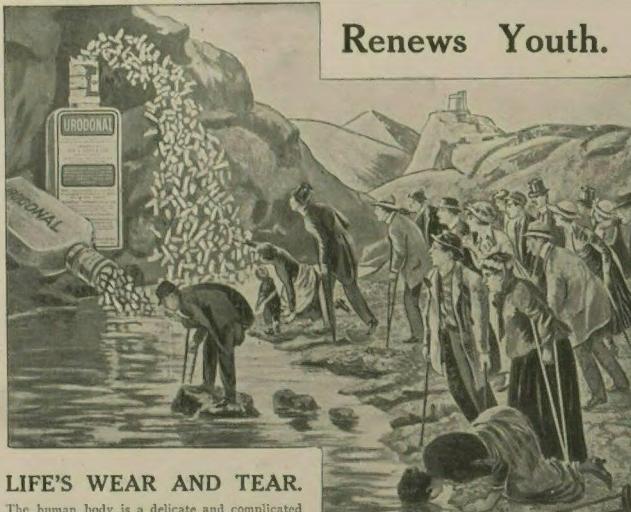


ITALIAN WOMEN WORKING FOR THE WAR: A SCENE IN A FIAT FACTORY.

Our photograph shows a number of Italian women in a Fiat factory, busily making and assembling electric appliances for Staff cars.

URODONAL

Renews Youth.



LIFE'S WEAR AND TEAR.

The human body is a delicate and complicated machine, whose regular functioning depends chiefly upon the circulation of the blood through the intricate maze of blood vessels, the motive force being provided by the heart.

Unfortunately, the human machine, like any other machine, suffers from wear and tear, so that the waste products so produced obstruct the free circulation of the blood. Circulation is more difficult on account of the blood being rendered viscous, and also because the vessels become hardened by the impurities deposited and transformed into the semblance of "clay-piping." The normal channels of elimination of these poisons also become gradually less adequate to their functions. Lastly, the heart itself fails.

It is therefore necessary to keep the blood in a perfect state of purity and fluidity, to regulate arterial tension, and to eliminate the poisons that are liable to clog the vessels. These are precisely the effects obtained by the regular use of URODONAL, which is recommended by Prof. Lamereux, late President of the Paris Académie de Médecine.

URODONAL not only dissolves and eliminates uric acid, but also the purins, which are even more dangerous. It stimulates the kidney functions, accelerates circulation, and removes deposits from the tissues and joints. Unlike sialcylates, iodides, and colchicum, URODONAL is absolutely harmless, this being a rare virtue in so powerful an agent.

Dr. J. L. S. BOTAL,
Paris Faculty of Medicine.

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would result in a very large amount of good to the industry, because it would force the hand of the latter, and cause it to do in the matter of weight what it easily achieved in the case of the motor.

The A.A. and Motor Taxation. The Automobile Association and Motor Union has made strong representations to the Treasury on the subject of motor taxation for 1918. It is urged that the Inland Revenue taxes on motor vehicles should be modified, for the reason that their use will be severely restricted by limited fuel supplies. I am not aware if the Treasury has replied yet, but it ought not to be difficult to forecast the answer. To expect any concession would be futile, and I am not inclined to agree that it is reasonable to ask for one. The clear position is that we cannot use our cars for our private affairs, so that taxation automatically ceases so long as the cars are laid up. Possibly the Treasury may see its way to modify the tax on cars that are being used exclusively for good works, such as Red Cross service and the conveyance of soldiers home on leave from the front; but otherwise it is difficult to see how the demand for reduction is to be justified. These are times in which a due sense of proportion should be preserved.

B.S.A. Employees One of the first courageously contributing to the Tank Fund at Birmingham when it opened on Dec. 1 was one from the employees of the B.S.A. Company for £77,500, which had been subscribed for the purchase of 100,000 War Saving Certificates. The B.S.A. workpeople also subscribed £60,000 to the War Loan in February last. The B.S.A. Directors have set a fine example in enabling their employees to invest in War Loans by purchasing a large amount, and allowing the employees to pay off the amounts out of wages. In the present scheme the Company purchases the War Saving Certificates, and the employees pay for them out of wages at the rate of 1/- per week for every 15/- od. Certificate taken up, which means that the subscriber gets the benefit of all interest from the date of the first payment, though the full purchase is not completed for thirty-one weeks.—W.W.

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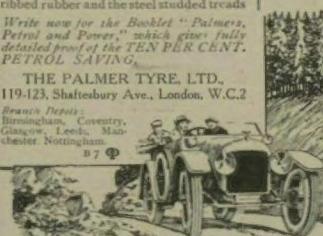
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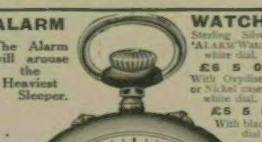
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TRADE

THE PLAYHOUSES.

"A KISS FOR CINDERELLA." AT THE QUEEN'S.
T he Queen's simple statement to Mr. Percy Hutchison that she and her children had enjoyed their afternoon at the opening performance of the revival of Sir James Barrie's "Kiss for Cinderella" put the right finishing touch to a happy occasion. Her Majesty had brought Princess Mary and two of the younger Princes to the Queen's Theatre, and had a special interest in the matinée, because the proceeds of this, the first of a holiday series, had been promised in aid of the Queen's Hospital at Frogmore, Kent, for soldiers and sailors being treated for facial and jaw injuries. There were special features during the afternoon, such as Mr. Hayden Coffin's singing of the National Anthem and Miss Marie Löhr's moving appeal for the charity. But the play was the prime attraction—that quaint and poignant fairy-tale in which a child's ideas of romance and beauty are so humorously and poetically expressed. Once more, in the rôle of the Cinderella of the slums, Miss Hilda Trevlyan showed herself born to interpret Barrie heroines. And if Mr. Hutchison offers us a less stolid policeman-hero

"YES, UNCLE." AT THE PRINCE OF WALES'S.

After all, there is no magic in a name, or, at any rate, there need not be. Here, for instance, in "Yes, Uncle," we have the former Gaiety company excelling themselves in a typical Gaiety piece, away from their old home. And that they are appearing at the Prince of Wales's, and not at the Gaiety, really need not matter, save to the sentimentalists who like their traditions kept up. The goods are delivered; that is the essential point. In the first place, we have a merry farce with Gallie spice in it and a Montmartre setting, which rattles along at a pace that is fast and furious, and has not a dull moment from start to finish. Secondly, we are offered sprightly, tuneful music of Nat D. Ayer's best patterns, and spectacle which, alike in its studio scene and its Quatz Arts ball, boasts splendour and charm. Lastly the old favourites get the best of chances, all of them, and consequently show themselves at the top of their form. The story? Well, it is about the customary young couple who quarrel and go their separate ways to meet again in the inevitable *partie civile*, and develops into a whirl of fun and picturesque surroundings. The most popular items, to be ignorant of which will soon mean to be out of the fashion? They are the duet for Mr. Leslie Henson and Mr. Dave Burnaby, "Would You Believe It?" which went with a roar; Mr. Henson's own "Nonny No" ditty, and the ballad about widows which Miss Julia James renders so archly. The artists who score? Three have been mentioned already; but, to be fair, really the whole cast would have to be mentioned: for Miss Margaret Bannerman, Miss Alexia Bassian, Miss Lily St. John, Mr. Nainby, Mr. Fred Leslie, Mr. Henri Leoni, are all well equipped. But, of course, Mr. Henson is the life and soul of the piece, the arch-reveller in its revels, resourceful, chameleon-like, bubbling over with ideas and humour.

"SLEEPING PARTNERS." AT ST. MARTIN'S.

Comedy of the lightest, as light as whipped cream, with wit to match, dialogue so piquant that one welcomes even the talk which is mere soliloquy, and a situation at once daring and most innocently amusing—such is Sacha Guitry's play, known in its Anglicised form at St. Martin's as "Sleeping Partners." Its hero is one of those irresponsible, mercurial, insistent lovers who are dear to the French heart; and we see him, first, anxiously anticipating, then eagerly welcoming the lady he has wooed, only to be embarrassed by her suddenly fainting, and more embarrassed when he finds that, instead of applying sal volatile, he has given her a sleeping draught. What is to be done? Surely nothing, save take a sleeping-draught himself? There they are, then, sleeping partners, who wake up twelve

hours afterwards compromised, yet free from guilt. How to explain matters to the husband, that is the problem. Despite his characteristic fault of exuberance and over-emphasis, Mr. Seymour Hicks acts the lover in a very spirited way; while Miss Madge Lessing has some happy serio-comic moments as the naughty heroine, and Mr. Stanley Turnbull makes the husband ludicrously fatuous.

The many friends of Mr. Clement Shorter will sympathise with him in his great bereavement in the death of his wife, who was also well known in literary circles as a poetess of charm and distinction. Mrs. Shorter wrote under her maiden name, Dora Sigerson, and her work was very characteristic of her Irish origin. She was born in Dublin, the daughter of Professor George Sigerson; and her mother, Mrs. Hester Sigerson, was also the author of many poems. A significant tribute was paid to the charm of Mrs. Shorter's literary work when George Meredith, in an introduction to her collected poems, said that she was "an Irishwoman writing from her heart of the legends of her country."

ONE OF THE BARONETS IN THE NEW YEAR'S HONOURS LIST: COLONEL SIR A. SPROT.

Colonel Sir A. Sprot before the war was well known in the political world as having contested elections against Mr. Asquith and Lord Morley, when the latter was a commoner. He is a soldier with an active service record going back to the Afghan War, under Lord Roberts, and the South African War of seventeen years ago. In the present war, he went to France in the autumn of 1914, and there won the C.M.G., which was conferred on him last year. He belongs to a Fifeshire family.

Photograph by Gabell.

TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Fifty-one (from July 7 to December 29, 1917), of THE ILLUSTRATED LONDON NEWS can be had, Gratis, through any Newsagent, or direct from the Publishing Office, 172, Strand, London, W.C.2



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